

MELTON CONSTABLE Conservation Area



Character Appraisal and Management Proposals



Adopted - 19 June 2008

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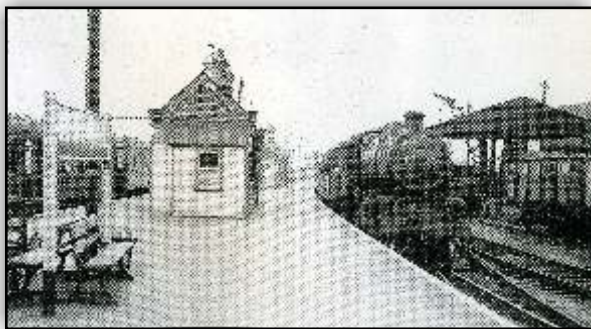
PART 1

CHARACTER APPRAISAL

1.0 SUMMARY

1.1 Special Character

In the context of North Norfolk, Melton Constable is a unique village. Initially it developed during a period of rapid economic and social growth in the late 1880's. The village and its infrastructure became a key junction in the North Norfolk railway system. The built fabric, with the specifically designed artisan railway dwelling houses and the various community buildings such as the school and the former railway institute, intrinsically reflects this period.



The busy station formed the junction of four railway lines

1.2 Key Characteristics

- ❑ Terraces of original railway housing constructed in red brick with welsh slate roofs.
- ❑ Later terraces of red brick housing
- ❑ Key municipal buildings e.g. former school, railway institute and pub
- ❑ A busy main arterial road with constant through traffic and quieter linear streets of terraced housing leading off
- ❑ Minimal frontages to terraced housing
- ❑ Streets dominated by parked vehicles
- ❑ Linear rear gardens with a network of informal alleys between blocks of housing
- ❑ Scant evidence of the former impressive railway station
- ❑ An attractive undulating rural landscape setting

1.3 Key Issues

A number of key issues have been identified relating to the character of the Conservation Area. These form the basis for the Management Proposals in Part 2 of this document and are summarised below:

- ❑ *Architectural Decay and Erosion*
Over the last thirty years there has been a great deal of erosion of architectural integrity and character e.g. the replacement of windows, loss of enclosure in the form of boundary walls and fences due to the inherent weakness of planning legislation
- ❑ *Protection of buildings of local architectural and historical interest*
There is a need for protection of the few remaining municipal railway buildings and it is proposed that these be added to a Local Listing.
- ❑ *The quality of new infill development*
Some recent developments have not entirely reinforced the distinctive character of the architectural fabric of Melton Constable.
- ❑ *Boundary review*
A revision to the Conservation Area boundary is recommended to exclude Plantation Hill, the recent housing development
- ❑ *Traffic Management*
The degree of through traffic on the main road and on-street parking throughout the village is having a negative impact on the Conservation Area in terms of general environment and overall functionality.
- ❑ *Public Realm Issues*
Areas within the public realm that are identified for enhancement include approaches into the village, shop fronts and their thresholds, the amount of wiring at roof height and informal routes to the rear of terraced properties.
- ❑ *Trees and Landscape*
Maintenance and protection of significant trees within the Conservation Area is identified along with pockets of under-used green areas that would benefit from enhancement.

2.0 INTRODUCTION

2.1 *Melton Constable Conservation Area*

Melton Constable was designated a Conservation Area in December 1990 due to its unaltered character and its local industrial and historic archaeological interest that remained after the railway closed in 1964.

2.2 *The purpose of a Conservation Area Appraisal*

The legal definition of a Conservation Area is 'an area of special architectural or historic interest, the character of which it is desirable to preserve or enhance.' (Section 69 of the Planning (Listed Buildings & Conservation Areas) Act 1990). It is the quality and interest of an area, rather than that of individual buildings, which is the prime consideration in identifying a conservation area.

Section 71 of the Act requires planning authorities to formulate and publish proposals for the preservation and enhancement of Conservation Areas. Councils also have a duty from 'time to time' under Section 69 of the above Act to review the designations and extent of Conservation Areas.

Section 72 also specifies that, in making a decision on an application for development within a Conservation Area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

In response to these statutory requirements, this appraisal document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement.

2.3 *Planning Policy Framework*

This appraisal provides a firm basis on which applications for development within Melton Constable Conservation Area can be assessed. It should be read in conjunction with the wider Local Plan policy framework produced by North Norfolk District Council which includes the following documents:

- North Norfolk Local Plan, adopted 1998, policies 35-45
- North Norfolk Design Guide, 1998
- Emerging Local Development Framework (LDF) policies: Core Strategy Submission document, June 2007, policies EN2, EN4, EN5, EN6, EN8
- Emerging LDF policies: Site Specific Proposals Preferred Options report, September 2006
- Draft North Norfolk Landscape Character Assessment, 2005
- PPG15: Planning and the Historic Environment
- PPG16: Archaeology and Planning
- Heritage White Paper, March 2007. 'Heritage Protection for the 21st Century'
- North Norfolk Community Partnership, 'Sustainable Community Strategy 2006-2009'

2.4 Background to this study

More recent government guidance introduced in July 2005 known as Best Value Performance Indicator (BVPI) 219 requires that Conservation Areas should have 'up-to-date' appraisals of their character. An important element in this process will be the involvement of the local community. The revised information and subsequent Management Proposals will be incorporated into the Local Development Framework in order to safeguard the special character of each Conservation Area.

This appraisal has been undertaken by means of a detailed visual survey and with reference to existing survey information on the village. It conforms to recent English Heritage guidance as set out in Guidance on Conservation Area Appraisal (February 2006) and Guidance on the Management of Conservation Areas (February 2006). Additional government guidance regarding the management of historic buildings and conservation areas is set out within Planning Policy Guidance Note 15: Planning and the Historic Environment (PPG15). Government guidance on archaeology is set out in Planning Policy Guidance Note 16: Archaeology (PPG16).

This document therefore seeks to

- Define the special character of Melton Constable Conservation Area and identify any issues which threaten this unique quality (Part 1: Character Appraisal)
- Provide guidelines to prevent erosion of character and achieve enhancement (Part 2: Management Proposals)

3.0 LOCATION & LANDSCAPE SETTING

3.1 Location

Melton Constable is situated in the centre of North Norfolk between the larger towns of Holt to the east and Fakenham to the west. A busy main road, the B1354 runs east to west through the village.

3.2 Topography and geology

The village sits at approximately 75 m above sea level within an undulating rural landscape of clay outwash characterised by rolling arable land with mature hedge boundaries. Its raised position affords distant views from the edge of the village north towards the wooded Cromer Ridge and down towards the Glaven Valley to the north east. To the south west lies the distinctive wooded parkland of Melton Constable Park, a registered historic landscape designed by Capability Brown in the eighteenth century.

3.3 Relationship of the Conservation Area to its surroundings

From the west the village is approached from open country via Fakenham Road where the viewpoint is high and there are distant views of the settlement beneath the brow of the hill. The raised setting provides the opportunity for long range views in and out of the village and to the distant landscape. This is offset by the lower topography of the Burgh Beck stream in the centre of the village running north to south.



The village approach from the west



Arriving from the east

From the east the approach is very different. The adjacent village of Briston to the east stretches out in a ribbon development along Briston Road with no break in the built environment. Consequently, the two villages merge in an indefinite manner and the arrival into Melton Constable is non-descript, punctuated only by a village sign set amongst roadside vegetation.

4.0 HISTORIC DEVELOPMENT AND ARCHAEOLOGY

4.1 *The origins and historic development of the area*

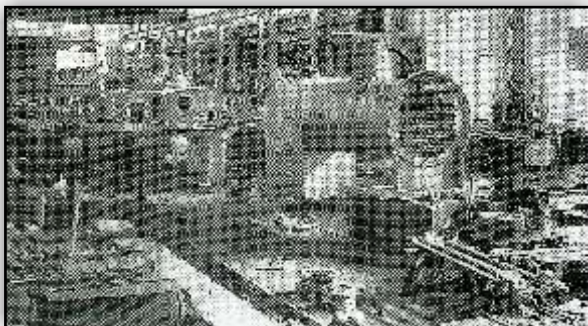
In 1086 Melton Constable was held by the Bishop of Thetford and the Domesday Book records 4 freemen, 2 villagers and 32 smallholders, as well as woodland for 60 pigs, 8 head of cattle and a church with 6 acres. The late Saxon and medieval village of Melton Constable may therefore have been relatively big. Melton is usually interpreted to mean 'middle farmstead' but in this case it may mean 'farmstead with a crucifix'. The affix of Constable is derived from the possession of the manor by the constable of the Bishop of Norwich in the 12th century.

The 'burgh' of Burgh Parva comes from the old English meaning a 'fortification or stronghold'. This hamlet was gradually deserted over the Medieval period and was the only evidence of settlement prior to the phenomenal development of the village triggered by the arrival of the railway in 1880.

The railways developed under the leadership of Lord Hastings, the owner of Burgh Parva and Melton Constable parishes. A new system emerged which later became the Midland and Great Northern Joint Railway (M&GNJR) with Melton Constable playing a pivotal role as works, chief junction and marshalling point of the system. Within 30 years the population of the parish increased from 118 to 1,193 in 1911.

Railway housing started in 1881 with the construction of Melton Street, followed by Astley Terrace in 1886 and other housing to the south of Briston Road. A second phase of development followed on the north side of the main road when Lord Hastings sold land to speculative builders who erected superior terraced houses for sale and rent.

A school opened in 1896, followed by a secondary school in 1913, one of the first in Norfolk, a pub and a working men's club. The works area expanded to include a large erecting shop, carriage and wagon shops, a paint shop, a signal depot, locomotive depot, water tower, drawing office, gas plant, station, waiting rooms and extensive sidings



The scale of the railway operation was vast

The historical development of Melton Constable is shown in map form in Appendix 1. Historical maps from 1886 and 1905 in Appendix 2 show the rapid building programme and expansion of the village.

Melton Constable's heyday lasted until 1964 when the railway was closed under Beeching's rationalisation of the rail network. Since then the site of the former railway works has become a busy industrial estate and railway housing has passed into separate ownership. The village today has a population of 518 (Parish statistics, 2001 Census) and has a thriving local centre with a variety of local shops and services.

4.2 *The archaeological significance and potential of the area*

The earliest archaeological finds from the parish are Neolithic flint implements including two Neolithic flint axeheads. A Bronze Age tool and a palstave (type of chisel) have also been found in the parish along with Iron Age and Roman pottery and brooches. (See Appendix 3 for detailed archaeological records)

5.0 SPATIAL ANALYSIS

5.1 *Plan Form & Layout*

Melton Constable is primarily linear in terms of settlement pattern with a nucleus around the nineteenth century railway infrastructure and housing. The main street runs from east to west. At right angles to the main Briston Road are five streets of terraced houses all built between 1881 and 1905 to serve the rapid development of the railway (see Appendix 4 for aerial photo of the village.)

The current Conservation Area boundary skirts the built environment of the village, taking in an area of open landscape to the north up to the remains of St Mary's church in the ancient hamlet of Burgh Parva. The only listed buildings within the Conservation Area are to be found here.

The dense terraced housing has little open land amongst it apart from small rear gardens which are in stark contrast to the unified frontage of the housing. A pattern of 'planned' alleys punctuate the blocks of housing giving narrow glimpses to neighbouring streets.



A typical informal route at the end of a terraced row

These terraced streets make up the core of Melton Constable Conservation Area creating a sense of 'urbanism' with hard landscape elements such as walls, kerbs, pavements dominating the street scene.



Streetscape on Gordon Road

Travelling westwards through the village there is a strong sense of enclosure created by the stretches of terraced housing as the road climbs uphill. Snatched views of the surrounding open landscape can be glimpsed up the streets running off the main thoroughfare.

Approaching from the west, the village is set down into the landscape and is hidden from view creating a sudden sense of arrival into the heart of the village. A small area of open land around an attractive bus shelter built with artefact from the railway era provides an arrival marker.

5.2 Public Realm

The public realm of Melton Constable is dominated by the bustle of through traffic on the main Briston Road. The roads leading off this main thoroughfare are quieter, although parking is a major issue as is the case along most of these residential streets.



On-street parking on Colville Road

Surface materials are predominantly asphalt. Pavements on Briston Road have a rolled aggregate finish which adds interest and is appropriate for the setting. Informal routes between rows of terraces have a gravel surface.

Telephone poles and wires are a dominant visual feature in the village. These also carry the electricity service and, whilst they are integral to the early twentieth century industrial character of the village, they mask the built fabric and damage the general appearance of the Conservation Area.



Typical skyline along Briston Road

Railings are a notable item of street furniture on the Briston Road. The common style is a standard metal post and round section rail with hooped tops. They are combined with walls to good effect.



Railings on Briston Road



Railings outside the former school

Throughout the original railway terraces, the low level criss-cross timber fencing enclosures used by M&GJN has been replaced by ranch style post and rail fencing. This is particularly evident on Colville Road and Melton Street.



Enclosures on Melton Street



A typical modern shop front on Bristol Road

Today the shop frontages vary in quality and in some cases do not reflect the architectural heritage of the village.



Patched surfacing and street clutter on Bristol Road

5.3 Shops

All the shops within the village front directly onto the main Bristol/Fakenham Road. There were many more shops during the busy railway era including a butchers' on Burgh Beck Road, a bank on Bristol Road, a grocers' adjacent to the Railway Institute and two shops on the ground floor of the larger properties on the corner of Colville Road.



A former grocers shop adjacent to the Railway Institute is now a private dwelling

5.4 Landscape setting

The centre of the village is dominated by housing and hard landscape and there is very little open land. Small 'back to back' plots, some with garages, to the rear of the housing, form the only open spaces.

Open landscape is to be found on the edge of the built environment. On the north side of the village, housing ends abruptly to make way for a belt of intensely cultivated allotments dotted with gardeners sheds and chicken coops which strongly define the edge of the settlement. Beyond this amenity area are panoramic vistas over the open fields to the distant Glaven Valley.



Long views north from the allotments

At the end of Gordon Road, a recently developed recreational area with play equipment provides an important community resource.

South of the original railway terraces on Melton Street and Colville Road and adjacent to Grove Road is one of the key open areas within the Conservation Area. It was originally designed as recreational space for the railway terraces and consisted of a bowling green, tennis courts, greenhouses and formal planting beds. Today the bowling green remains amongst an area of rough grassland used for informal recreation and a mature tree belt. Bordered by one of the former railway lines and adjacent to the former M & GN gasworks, some of the area is also used for informal parking. While there are drainage issues due to the proximity to the Burgh Beck stream, there is potential here to provide an amount of higher quality amenity landscape and to increase the biodiversity of the vicinity.



Informal open land off Grove Road

A small area of scrub vegetation sits in a prominent position adjacent to the doctor's surgery and opposite the Co-op shop on Briston Road. There is scope to create an attractive green area here in the heart of the village close to key facilities.

The stream known as the Burgh Beck flows north to south through the Conservation Area disappearing into a conduit at Briston Road. To the north the stream is bordered by scrub vegetation and flows adjacent to an open amenity area.

The first view of the village from the western approach is an area of open land with a recently renovated bus shelter built with artefacts from the railway station. In addition, an attractive hand painted village sign has been recently reinstalled.

These features sit uncomfortably with a group of recycling containers, a litter bin and a seat.



The cluttered bus stop at the western approach to the village

To the north is an area of overgrown scrub wetland. Historic maps show this area as a pond with surrounding planting. A programme of clearance and management could create a community nature reserve.

5.5 Trees

Pockets of open space and trees, both individual and in groups, form an important backdrop to the dense built environment of the core of the village. Colville Road in particular is notable for its street trees which make it distinct from any other street in Melton Constable. This double row of mature cherry trees softens the built environment and adds scale to the streetscene. Some trunk damage is due to the pressure of on-street parking and there are incidents of the pavement lifting which will be due to the shallow root system of this species. It may be prudent in future to consider an alternative species as a replacement, e.g. birch or fastigate hornbeam which have a deeper root system.



Street trees along Colville Road

Other notable trees are the pollarded limes in front of the former school building on Fakenham Road and an impressive silver birch specimen on Grove Road.



Silver birch on Grove Road



Pollarded limes outside the former school

A prominent landscape feature on the eastern approach into the village is an attractive and distinct group of mature Scots pines in a private garden on the south side of Briston Road, lying just inside the Conservation Area boundary.

Designated in 1974, the only trees protected by Tree Preservation Order status are a row of mixed species dominated by Scots pine adjacent to the industrial estate on Melton Constable Lane. These trees provide an attractive punctuation along the road as one arrives into Melton Constable.



Stand of Scots Pine with protected status

Some mature individual trees planted in back gardens make a positive contribution to the contemporary street scene, e.g. to the rear of Burgh Beck Road.

All mature trees situated within the Conservation Area boundary are protected and six weeks notice must be given of any intention to cut down, or prune any tree with a trunk over a given size.

6.0 ANALYSIS OF BUILDINGS IN THE CONSERVATION AREA

6.1 Building Types

The brick terraced housing built specifically for the railway workers in the late 1800's is the prevailing building type in Melton Constable and the main influencing factor of the special character of the village core. Each phase of building demonstrated different architectural detailing. Melton Street built in 1882 is notable for its slate roofs, uniform window proportions and red brick with decorative bands and quoins in a buff brick. Colville Road and the south side of Briston Road built later during the same phase of construction has half timbered gables, overhanging eaves, three panelled doors and squarer windows. Bay windows and exposed lintels are typical of the later phases of housing to the north of Briston Road built by speculative developers.



Melton Street



Colville Road



Kitchener Road

6.2 Listed Buildings

A listed building is one that is included on the government's Statutory List of Buildings of Special Architectural or Historic Interest. These buildings are protected by law and consent is required from North Norfolk District Council before any works of alteration, extension or demolition can be carried out. Further information can be found in the District Council's publication entitled Listed Buildings: A Guide for Owners and Occupiers (available on the North Norfolk District Council's web-site: www.northnorfolk.org.uk.)

The only listed buildings in Melton Constable Conservation Area are to be found in the ancient village of Burgh Parva, set to the north west of the main settlement. These include Burgh Parva Hall and some of the outbuildings and the remains of the church of St Mary. (see Appendix 5 for a full description of each building)



Burgh Parva Hall which is Grade II Listed

6.3 Key Unlisted Buildings

(see plan in Appendix 6)

In the heart of Melton Constable are several municipal buildings remaining from the railway era. These include the former Hastings Arms pub, the former school and the former Railway Institute (now Melton Constable Country Club) on Fakenham Road.



The former Hastings Arms Public House



The former Railway Institute, now the Country Club

On the industrial estate are remnants of the railway depot and engine sheds which give a sense of the vast scale of the operation in its heyday.



Vast railway sheds on the industrial estate are now used by a manufacturing company

One other notable structure on the industrial estate which was essential to the railway operation is the huge cast iron water tower which still stands in the south west corner of the Conservation Area and is an evocative piece of industrial archaeology in need of preservation. Arriving into the village from the west, the three gables loom out of the landscape framed by the adjacent stand of Scots pines.



The water tower on the horizon

It is recommended that all of these buildings should be on a local register of Buildings of Local Historical & Architectural Interest. Such a list is proposed within the Local Development Framework Core Strategy Submission Document, Item 3.3.39 (June/July 2007).

6.4 Building Materials and Local Detail

The prevailing building materials in Melton Constable are red brick and clay roof pantiles. Melton Street is distinct for the bands of buff brick and welsh slate roofing. All these traditional nineteenth century industrial materials would have been brought by rail from outside Norfolk.



Red brick with decorative bands, Melton Street



Welsh slate roofing, Melton Street

The later railway terraces to the north of the village have red clay interlocking pantile roofs and exposed lintels. Half timbered gables with barge boards are typical of the later phase of terraces, as are ground floor splayed bays with porch canopies such as on Grove Road. Blue engineering brick is used for retaining structures at ground level such as the front gardens on Briston Road. Window and door frames were originally all in painted timber and rainwater goods were universally cast iron. Unfortunately many of the original doors and windows on these streets have been replaced with uPVC resulting in a serious erosion of architectural fabric and loss of character. (See Appendix 8 for door and window survey undertaken in February 2006)



Front elevation of housing on Grove Road

The hamlet of Burgh Parva is the exception, dominated by earlier local materials, namely red Norfolk brick and flint. The Hall has a black glazed pantile roof and the early Victorian north wing is in cream brick.

7.0 CHARACTER AREAS

Four distinct character areas can be clearly defined within the Conservation Area (see plan in Appendix 6):

1. The remains of the ancient village of Burgh Parva to the north west
2. The early railway housing and related buildings making up the historic core of the village
3. The later housing found mainly to the north of Bristol Road
4. The industrial estate on the site of the former railway station and associated works to the south west

7.1 *The remains of the ancient village of Burgh Parva*

This quiet ancient hamlet to the north contains the only listed buildings in the Conservation Area and provides a stark contrast to the bustle and noise of the main village. Turning north off the busy Fakenham Road, the environment changes immediately to a quiet rural lane bordered by steep banks and ancient hedgerows.

Burgh Hall is a complex of buildings dating back to the late 16th century. The farmhouse is Grade II listed and is a fine Georgian building in flint with brick dressings and a black glazed pantiled roof. It has a fossil gable of the late sixteenth century on its southern elevation. An austere north wing in cream brick with large windows and brick pilasters was added in the 19th century.

The main house is surrounded by a group of late seventeenth and early eighteenth century agricultural buildings, including a particularly fine barn with crow-stepped gables which is Grade II listed in its own right. These buildings would have been associated with the Melton Constable estate to the south west.

Attractive curving flint and brick walls bordering the property add to the character of this area and contrast with the rigid layout of the main body of the village.



The 'temporary' church erected in 1903

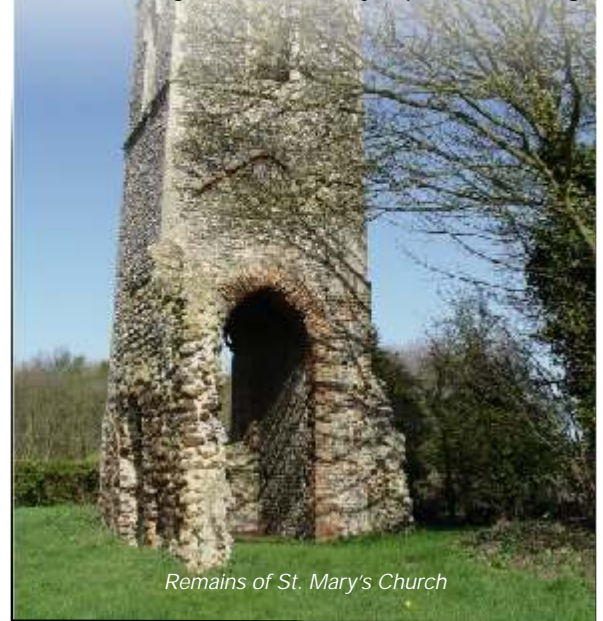


Curved boundary walls of Burgh Hall

North of Burgh Hall is an area of open countryside within the Conservation Area providing a setting for the old farm complex and the flint remains of the medieval St Mary's church tower and footings to the north. The settlement of Burgh Parva was gradually deserted over the medieval period and the ruins of St Mary's church are all that remains.

The presence of large conglomerate quoins and rubble dressed openings in the surviving parts of the church suggest an 11th century origin. The church was consolidated with St Peters in Melton Constable Park in the sixteenth century and from then on fell into ruins.

Owing to the sudden surge in the parish population in the 1880's a new church was required. The nearest alternative, St Peters in Melton Constable Park was too small and exclusively used by the Astley family. A temporary corrugated iron church was therefore erected adjacent to the ruins of St Mary's church in 1903. An unsuccessful competition to design a new permanent church resulted in the temporary church still being in use. This modest building is of historic significance, reflecting the lasting influence of the railway in the village and one of a rare group of remaining Norfolk 'tin tabernacles'. For this reason it should be designated as a locally important building.



Remains of St. Mary's Church

7.2 *The early railway housing and related buildings making up the historic core of the village.*

The essence of Melton Constable is the distinctive linear layout of the railway terraced housing.

The village was built rapidly over a period of 15 years in two phases following closely upon each other. The first phase started in 1881 by the railway company (Midland & Great Northern Joint Railway, M&GNJR) was constructed on the south side of Briston Road. This included Melton Street, Astley Terrace, and Colville Road and, of course, the station and its ancillary buildings.

Melton Street was the first street to be built in 1882. It retains a strong sense of enclosure with continuous blocks of terraces either side fronting the street. The prevailing material is red brick with decorative bands, arches and quoins in a buff brick and welsh slate roofs. Building facades are consistent with vertical sash windows divided by a single vertical glazing bar and four panelled front doors with fanlights. The current picture is very different with over 90% of original doors overboarded with flush style doors and 70% of sash windows replaced with uPVC resulting in an unfortunate loss of character due to permitted development rights.



One of the few houses on Melton Street with original windows



uPVC windows prevail



Original window detail



Typical uPVC style replacement

Photographic records show that there were originally medium height brick walls or boarded fences with occasional hedges between properties. Front and dividing fences are now low level timber posts with two boarded rails which add to erosion of the original fabric.



Typical threshold to dwellings on Melton Street

Astley Terrace, built in 1886 is an interesting row of railway company houses set in a simple straight terrace built of red brick, now with clay pantiled roofs but formerly these were in slate. Positioned close to the former works and station, this were one of the first of the domestic developments built by the railway company. All the original windows have been replaced and the addition of front porches with horizontal weatherboarding has changed the appearance of the terrace, but the regimented row of square chimneys survives.



Astley Terrace

Colville Road runs parallel with Melton Street and although built over the same period demonstrates quite different detailing. Eaves are lower and decorative half-timbered gablets have been introduced to span pairs of first floor windows. Brickwork is almost entirely red but some decorative blue brick quoins appear around front doors. Roof materials are corrugated red clay pantiles.

Facades too are different from the neighbouring street. Front doors are a three panelled style with two upper and one lower panel. Windows are almost square with vertical sliding sashes with glazing bars at the sides which give an overall vertical feel to the facade.



More of the original features of Colville Road dwellings have been retained than in any other street in Melton Constable.



Records show that this street originally had typical railway crisscross timber fencing enclosures to the frontage of housing. Some loss of character has occurred by the removal of these and their replacement by low post and rail fences and occasional brick and block low walls.



Typical enclosures to housing on Colville Road

Flanking the entrance to Colville Road are two former shops whose fronts have been modified and adapted over the years when they were converted to residential use.

Another feature unique to Colville Road is the presence of street trees. Ten cherry trees line either side of the road and they soften the street scene and reduce the dominance of the prevalent street parking.

Grove Road to the south links these two original streets and contains a short terrace of more elaborate design. Dominant features are gables with bargeboards and ground floor splayed bays with porch canopies. Doors and windows are similar to those in Colville Road and frontage enclosure is varied and weak.



Detailing on Grove Road properties

As the road curves up to meet Briston Road, another short terrace continues the style established in Colville Road with half timbered gables over the first floor windows. Here the rising topography demands flights of steps to each entrance with retaining walls in blue brickwork.

This period of growth also saw the erection of key municipal buildings; the Hastings Arms pub, the School and the Railway Institute.

The Hastings Arms pub, one of the first buildings to be seen on the western approach into the village, is a robust red brick Victorian pub with a pantiled hipped roof and barge-boarded central front gable. It is now a dwelling and the associated coach house was demolished in 1996 to make way for Hastings Close, a small unit of semi detached houses. The Hastings Arms pub is a prominent building on the main road



The Hastings Arms pub is a prominent building on the main road

Adjacent to this recent housing is a rather incongruous small workshop, one of the few remaining structures relating to the original railway station. Of signal box proportions, it is of timber construction with painted render and a decorative gable. Functioning today as a picture framing business, a former use was as a violin maker's workshop.



The former workshop on Briston Road

To the east is the former village school, an excellent and charming example of Victorian village architecture. This was the Board school built to serve the village in 1896 and financed by Lord Hastings and the railway. It has a symmetrical plan in the form of an H with steeply pitched roofs and gabled wings to the east and west and is built of red brick with ashlar detailing. Windows are of cruciform design with rectangular lights and a distinctive lead spiralled bellcote positioned centrally can be viewed from around the village.



The school on Briston Road is now converted to residential use

The former Railway Institute, now Country Club at the western end of the village survives as one of the few institutions whose function has continued since closure of the railway. It is a two storey red brick building with a steep barge boarded gable and a hipped gable facing the street bearing the title 'Railway Institute' in a moulded brick legend. A long two storey wing runs south from the rear of the building with barge boarded gables, projecting eaves, slate roofs and tripartite windows. A former grocers shop incorporated into the front elevation is now converted to a private dwelling.



The former Railway Institute stands out on Briston Road

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Grove Road to the south links these two original streets and contains a short terrace of more elaborate design. Dominant features are gables with bargeboards and ground floor splayed bays with porch canopies. Doors and windows are similar to those in Colville Road and frontage enclosure is varied and weak.

Set immediately in front of the school on the axis of Melton Street is the War Memorial in the form of an inscribed single white stone pedestal.

The recent Plantation Hill Housing Development lies within the south east corner of the Conservation Area. From an architectural and heritage point of view it makes little contribution to the special character of Melton Constable and it is proposed that the Conservation Area boundary is revised to exclude this development. (see Appendix 6 for detail of proposed boundary revision)



Plantation Hill Housing Estate

7.4 Later housing built mainly to the north of Briston Road

The second phase of development in the late 1880's involved more rows of terraced housing to the north side of Briston Road, including Kitchener Road, Gordon Road and Burgh Beck Road. This work was carried out by private builders as a speculative domestic development. There is a marked difference in style, this having much more in common with terrace building found elsewhere in North Norfolk.

Typical materials are red brick and clay pantiles with vertical sash windows - sometimes matching the railway properties - but with exposed and painted lintels and often with ground floor splayed and square bays. Some original features remain such as recessed front doors with covered porches and coloured glass on Gordon Road and Kitchener Road.



Original detailing on Kitchener Road

Frontage enclosures are mainly defined with brick walls of varying heights. A few retain tiled garden paths. On the whole, doors and windows seem to have been subjected to more alterations and modernisation than their railway counterparts and generally speaking these streets lack the style and dignity of the earlier work.



Brickwork on Kitchener Road

Shops

Several shops are built into the terraced structure of the village. At Colville Road they were arranged symmetrically to form a pair fronting onto the main street. At the ends of Gordon, Kitchener and Burgh Beck Roads single shops were built as part of the terraces.



Former butcher's shop on Burgh Beck Road

7.4 The industrial estate

The industrial estate in the western part of the Conservation Area is the site of the former railway station and working sheds. Built in 1881, it dominated the village, occupying an area of over 25,000m²

The bulk of the buildings making up the extensive station complex were demolished in 1971 to make way for a telephone exchange.

The works area was vast and included a large erecting shop, carriage and wagon shops, a paint shop, a drawing office, a locomotive depot, signal depot gas plant, sidings and goods sheds.



The Inspector, Foreman and Station Master's Offices on the central platform



Inside one of the huge railway sheds

Little structure remains from this period: two vast engine sheds which are still impressive due to their scale and simple industrial brickwork are now used by a manufacturing firm and the area is dominated by recent prefabricated industrial units and security fencing.

The layout of the main road through the village has been altered, removing most of the original entrances and references to the station that are evident from the main road. The only ones that remain are described below:

The former Anglia Covers site opposite the Hastings Arms is visible from the main road and consists of a cluster of original brick station buildings. These buildings are constructed with materials typical of railway architecture of this period, namely red brick, welsh slate for roofing and timber joinery finishing including notable bargeboards. A former gas lamp is still in place adjacent to the buildings.

The only remaining entrance to the station is on the Hindolveston Road where arched ironwork and a set of steps are the only remnants of a pedestrian access.

These few remaining station structures are important references in the village's railway history and merit protection through local listing.



The original station consisted of a long platform over eight hundred feet long and a series of waiting rooms including a specially appointed one for Lord Hastings

One other notable remnant of the station workings is the magnificent cast iron water tower in the western corner of the former station yard which is in need of repair.



The water tower

Standing approximately ten metres high it is very visible on the western approach to the village. A typical nineteenth century industrial structure, it consists of three conjoined tanks formed in bolted plate sections standing on a platform of cast iron columns with diagonal tension bracing. Each of these tanks has a low pitched corrugated iron roof and the gables form an attractive timber boarded profile to east and west. The tower is a rare survival of the archaeology of the late Victorian railway period and should be formally submitted for listing to safeguard its future.

PART 2 MANAGEMENT PROPOSALS

Part 1 of this document, the Character Appraisal, has identified the features of Melton Constable Conservation Area that contribute to the Conservation Area's special character and distinctiveness, and that should be conserved and enhanced. However, for this document to be fully effective, it is important to consider how Melton Constable may be enhanced and given further protection.

Informed by an English Heritage publication, Guidance on the Management of Conservation Areas (February 2006), Part 2 of this document, the Management Proposals, builds upon the negative features that have been identified, and provides a series of Recommendations for improvement and change in order to safeguard the special features of Melton Constable.

1.0 SUMMARY OF POSITIVE AND NEGATIVE FEATURES

Positive

The railway legacy makes Melton Constable distinct from any other Norfolk village

- The railway architecture, particularly the railway workers terraced housing, gives a strong visual identity
- Some key municipal buildings remain which are typical of railway architecture e.g. school, club
- The village has a very attractive raised landscape setting
- The well used allotments imply a significant community coherence
- A recently developed play area is well positioned to the north of the main road

Negative

- There is a serious loss of fabric and erosion of character amongst the original terraced housing through permitted development. Original timber panelled doors and timber sash windows have been replaced and the unified frontages to properties have been severely altered.
- The busy and noisy Briston/Fakenham Road dissects the village
- Car parking dominates the street scene
- Overhead wiring dominates the skyline
- There is little coherence in shop facades and frontages

- Satellite dishes clutter the frontages of rows of terraces
- The open space to the rear of the properties is of poor quality
- The approaches into the village from both East and West could be improved visually.
- There is little maintained public open space
- Pockets of neglected undeveloped land detract from the streetscene e.g. at the corner of Grove Road and Briston Road.
- A new housing estate in the south east sector of the Conservation Area contributes little to the character of the village.

2.0 RECOMMENDATIONS

2.1 *Protection of special architectural interest*

- a) The extent of erosion of architectural details evident in the original railway terraces e.g. Melton Street, Colville Road, Astley Terrace and south of Briston Road is having a negative effect on the character and appearance of Melton Constable Conservation Area. This includes replacement of original timber panel doors and sash windows with uPVC styles and installation of satellite dishes on main elevations.

Where single family dwellings are concerned, such alterations can normally be carried out without planning permission from NNDC. Development of this kind is called 'Permitted Development' and falls into various classes which are listed in the Town & Country Planning (General Permitted Development) Order 1995. Powers exist for Councils, known as Article 4 (2) directions, to withdraw some of these permitted development rights in the interest of preserving or enhancing the character and appearance of Conservation Areas.

Recommendation CA 1: North Norfolk District Council will consider the introduction of Article 4 (2) directions to protect buildings and prevent further loss of architectural fabric and features, in particular in Melton Street, Colville Road, Astley Terrace and the south side of Briston Road. This would apply to any alterations to doors and windows and the positioning of satellite dishes on front elevations.

In addition it is proposed that guidance be produced for the public, advising on the design and appropriateness of replacement windows, doors, etc. This would include advice on the availability and sourcing of traditional building materials.

- B) The few remaining municipal railway buildings e.g. school, former railway institute, former Hastings Arms pub should be considered for a local listing (see Appendix 7 for a full list of proposed buildings to be submitted for local listing) Safeguarding remaining architectural features on these buildings is important in order to retain some visible legacy of the influence of the railway in Melton Constable.

Recommendation CA 2: Submit a list of buildings for consideration for local listing

- c) The cast iron water tower on the industrial estate is a magnificent piece of industrial archaeology from the late Victorian railway and opportunities should be sought for its protection and restoration. It may well be worthy of listing and this should be explored.

Recommendation CA 3: North Norfolk District Council will pursue the eligibility of this structure for listing and explore funding opportunities for its restoration

- d) With particular regard to Melton Street and Colville Road, opportunities should be sought to grant aid coherent improvements to the front enclosures of dwellings i.e. fences, walls, paving. This would have a significant effect on improving the street scene.

Recommendation CA 4: North Norfolk District Council will endeavour to work in partnership with residents to achieve an agreed programme of improvements to the front enclosures of dwellings. In the current funding climate it is unlikely that North Norfolk District Council will be able to fund such a programme.

2.1 Boundary Review

- a) Plantation Hill, the recently built housing estate in the south east sector of the existing Conservation Area does little to preserve or enhance the Conservation Area. The boundary should be revised to exclude this development.

Recommendation CA 5: Melton Constable Conservation Area boundary is revised to exclude Plantation Hill housing estate (see Appendix 6.)

2.3 Quality of new development

- a) New infill development within the Conservation Area should carefully reflect the predominant character and scale of the linear terraced housing evident throughout the village. This should be achieved through choice of appropriate materials and by paying particular attention to the form and architectural style of new dwellings.

Recommendation CA 6: Applications for new infill development should pay special regard to the prevailing character of the Conservation Area and should be considered under Local Plan Policy No: 42, Development in Conservation Areas and the emerging Local Development Framework policy.

2.4 Traffic management

- a) The constant traffic passing through the village along the main Briston/Fakenham Road has a negative impact on the Conservation Area.

Recommendation CA 7: The Council will engage with local residents and appropriate statutory bodies to agree a programme for mitigation of the effects of through traffic on the village.

- b) On-street parking is an increasing issue for the village and has a negative effect on the appearance of the Conservation Area. A programme of consultation with local residents & Highways should be planned to establish a strategy for alleviating the problem.

Recommendation CA 8: The Council will engage with local residents and Highways to establish a strategy for street parking in the village.

2.5 Public Realm

- a) The approaches to the village from the west and east could be enhanced to create more sense of arrival into the village.

Recommendation CA 9: A landscape scheme is put forward to enhance the existing open space at the western approach. This will include screening of the recycling facility, hard and soft landscape improvements.

- b) Street trees are an attractive feature of Colville Road. A programme is required for the maintenance and replacement of these trees and other notable individual trees and groups of trees identified within the appraisal.

Recommendation CA 10: Support any programme for maintenance and replacement street tree planting in Colville Road and other notable trees within the built environment of the village.

- c) Relatively low budget landscape improvements could make a significant impact on the streetscape of Melton Constable. One particular example is the replacement of the inappropriate concrete lamp posts e.g. on Melton Street with a more sympathetic style or to remove them if they are obsolete.

Recommendation CA 11: Working with the responsible authorities, replace existing concrete lamp posts in the core of the historic village with a more appropriate style.

2.6 Landscape enhancement

The appraisal has identified the following significant areas of open land that would benefit from enhancement:

- the areas south of Grove Road
- the area opposite the Co-op on Briston Road adjacent to the GP surgery
- Woodland surrounding Burgh Beck to the north of Briston Road.
- An area of neglected scrub wetland south of Burgh Parva Hall

Recommendation CA 12: Schemes of enhancement should be prepared for the above sites in conjunction with the local community and landowners as appropriate.

3.0 Monitoring and Review

As recommended by English Heritage, this document should be reviewed every five years from the date of its formal adoption. It will need to be assessed in the light of the emerging Local Development Framework and changing national government policy. A review should include the following:

- A survey of the conservation area including a full photographic survey to aid possible enforcement action
- An assessment of the recommendations of the document and whether they have been acted upon.
- The identification of any new issues which need to be addressed
- The production of a short report detailing the findings of the survey and itemising necessary action
- Publicity and advertising.

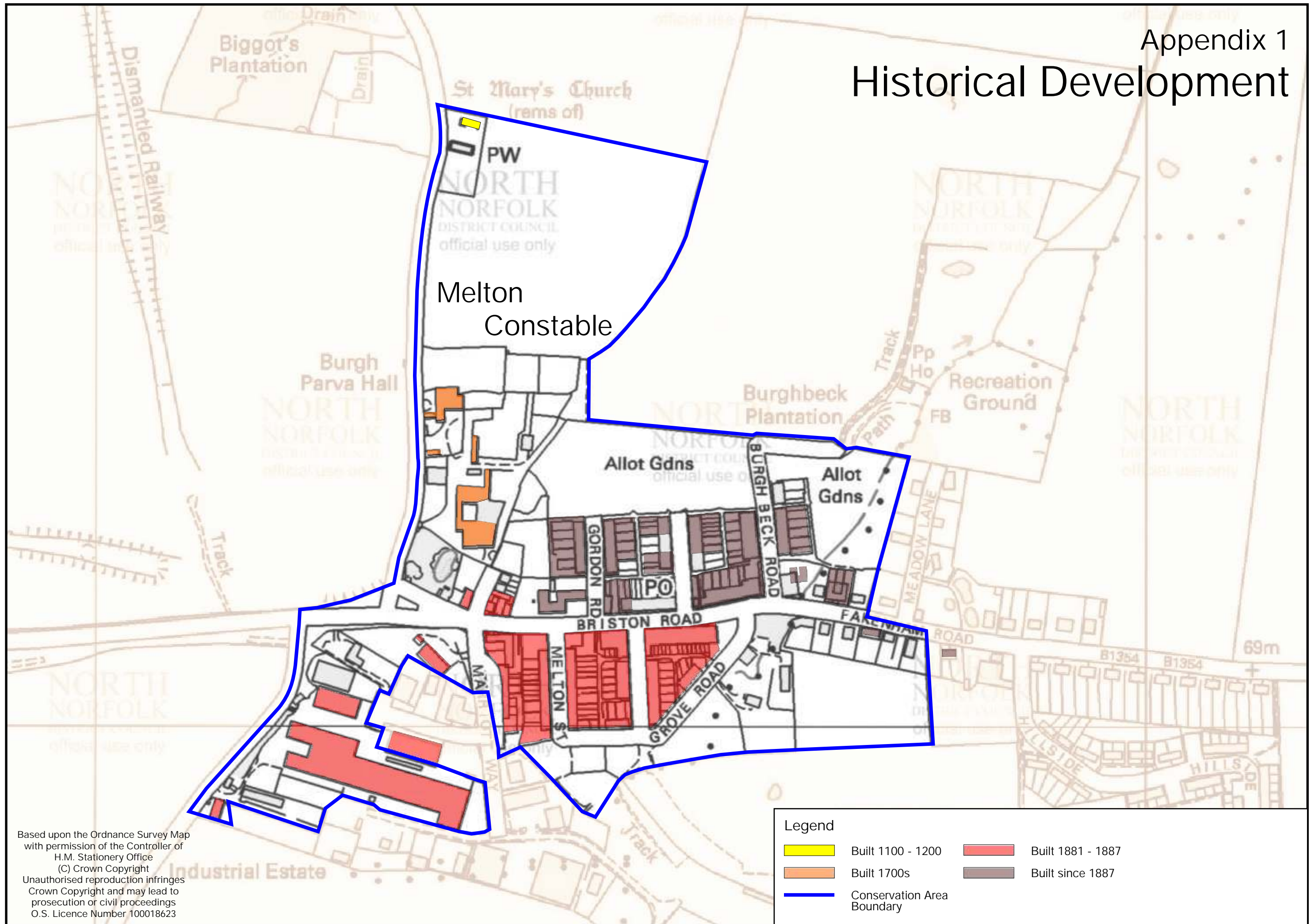
This review should be carried out by the local community under the guidance of a heritage consultant or North Norfolk District Council. This would enable the local community to become more involved with the process and raise awareness of the issues in particular the problems associated with enforcement.

The success of this document will be dependent on its adoption by local residents, regular monitoring and an effective enforcement strategy to ensure that recommendations are achieved. In particular, it is essential to gain the commitment of local people to the protection of their very special historic environment, in the knowledge that this can bring economic gain as well as social and cultural advantage.

List of Appendices

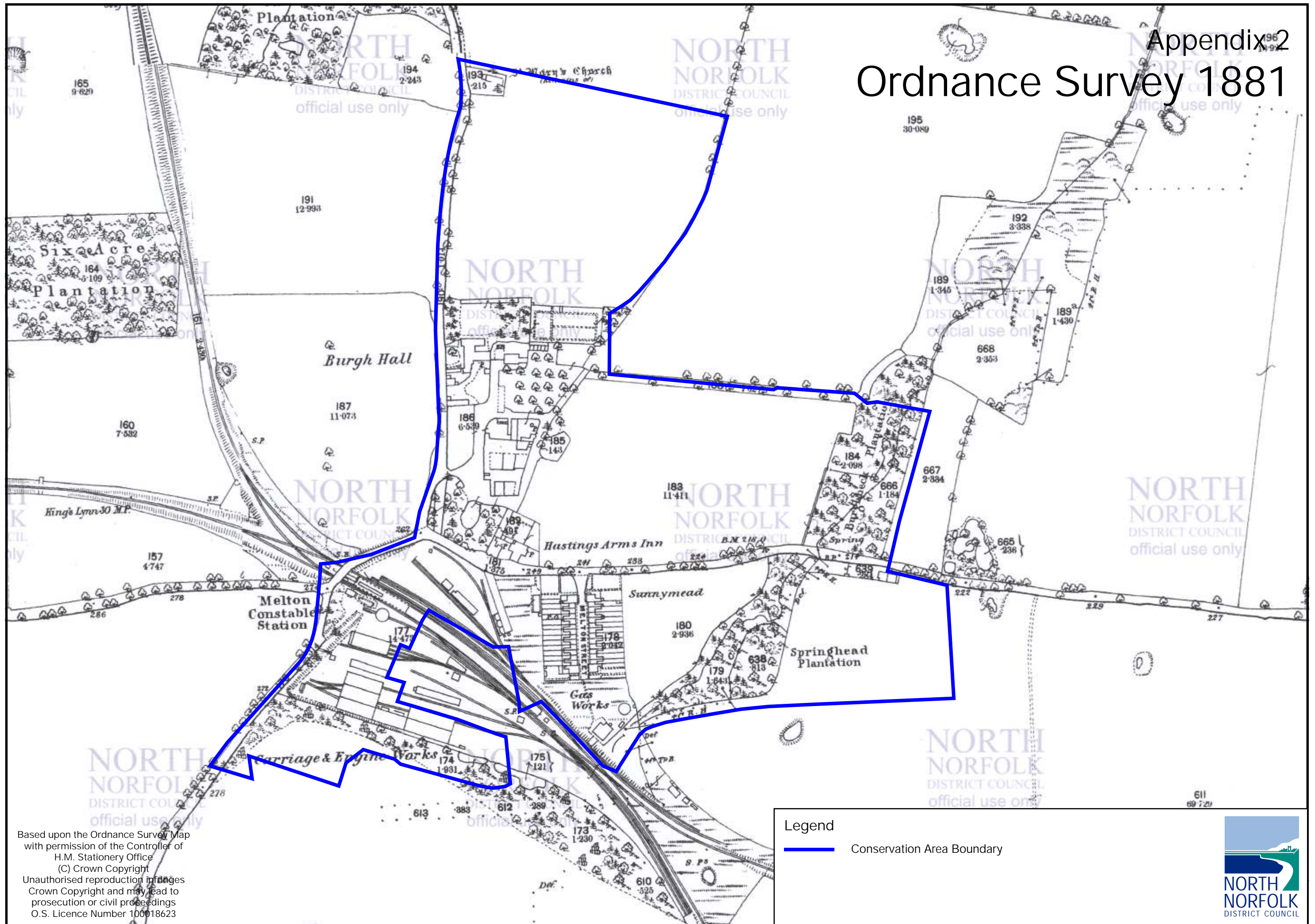
1. Historic Development Plan
2. Historical Maps 1881 and 1905
3. Archaeological Records
4. Aerial photo
5. Description of Listed buildings
6. Conservation Area Plan
7. List of buildings for Local Listing
8. Door & Window Survey February 2006

Appendix 1 Historical Development



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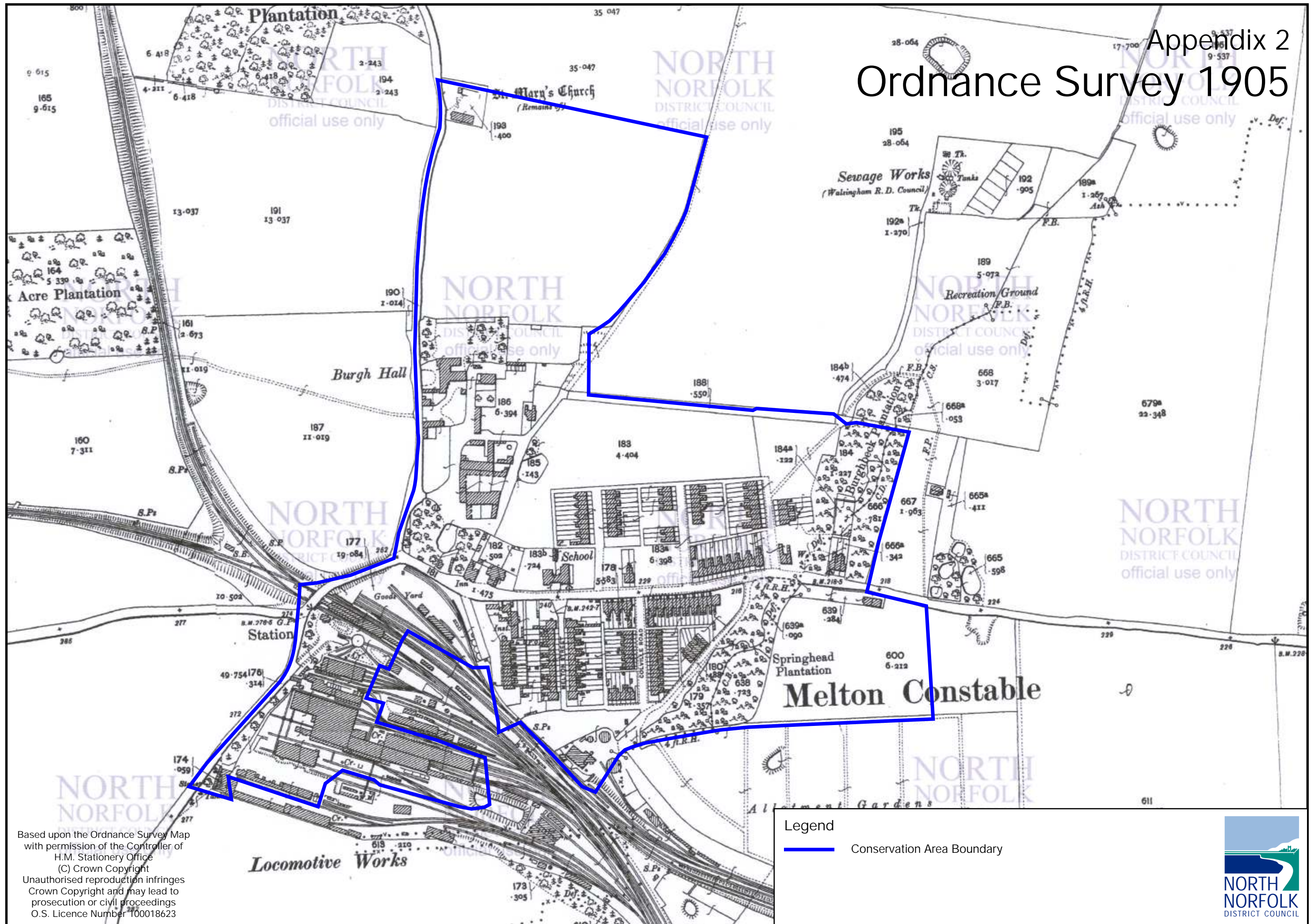
Ordnance Survey 1881



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Appendix 2 Ordnance Survey 1905



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Legend
— Conservation Area Boundary



Appendix 3

Archaeological Summary

TNF310: Parish Summary Melton Constable Melton Constable is a small parish in the north of the county. The landscape of the south of the parish is dominated by the landscape park that surrounds Melton Constable Hall, and to the north is the 19th century railway town of Melton Constable and the lost village of Burgh Parva. Burgh comes from the Old English meaning 'a fortification or stronghold'. Melton is usually taken to mean 'middle farmstead', but in this case it may mean 'farmstead with a crucifix'. The manorial affix is derived from the possession of the manor by the constable of the Bishop of Norwich in the 12th century. The earliest archaeological finds from the parish are Neolithic flint implements (NHER 3220) including two Neolithic flints axeheads (NHER 17456, 34498). A ring ditch (NHER 36777), probably the remains of a Bronze Age barrow, is visible as a cropmark on aerial photographs to the east of the park. A Bronze Age awl (NHER 3221) and a palstave (NHER 19732) have been found in the parish. Metal detectorists have also found Iron Age and Roman pottery (NHER 3228) and brooches (NHER 3232, 37559). In 1086 Melton was held by the bishop of Thetford, and the Domesday Book records 4 freemen, 2 villagers and 32 smallholders, as well as woodland for 60 pigs, 8 head of cattle and a church with 6 acres. The Late Saxon and medieval village of Melton may have been relatively big, and a Late Saxon strap-end (NHER 24010) and a hooked tag (NHER 37559) have been found during metal detecting. Burgh Parva (NHER 3232) was gradually deserted over the medieval period, and the only remains of the settlement are the ruins of St Mary's Church. The west tower and fragments of the nave and chancel walls are still upstanding. The presence of large conglomerate blocks in the surviving parts of the church suggests an 11th or 12th century date, and there is also a blocked splayed window in the south wall of the nave. The church was consolidated with St Peter's in Melton in the 16th century, and the church fell into ruins. A series of very slight earthworks (NHER 30287) are visible in the area to the south of Melton Constable Hall. The earthworks include the remains of a possible medieval hollow way and other settlement earthworks, as well as field boundaries. The cropmarks of an area of deserted medieval settlement (NHER 3228) are visible on aerial photographs to the south of St Peter's Church. Metal detecting has recovered a Late Saxon coin from the reign of King Harold, and fragments of Late Saxon and medieval pottery have been found on the site. Other possible medieval settlement or field system earthworks (NHER 3230) have been recorded to the south of Dairy Farm. St Peter's Church (NHER 3247) is a wonderful Late Saxon or Norman church with a central tower. The church may date from before the Conquest, and inside the chancel arch is surmounted by a huge double arch, which is separated by a massive circular pier. The church also has a medieval

wooden shutter in one of the windows on the south wall. Next to the shuttered window is an original alcove seat and book rest. The south transept of the church is used as the mausoleum of the Astley family, and contains many of their memorials. The Astley family have been Lords of the Manor of Melton since the 13th century, and the moated site of their medieval manor house (NHER 3229) has survived within the landscape park that surrounds the later Hall. The empty moat is shown on an estate map of 1674, as the manor house was demolished before work began on the new Hall. A medieval deer park may have been in existence since the 13th century, and the 1674 map shows a series of ponds to the north of the park, suggesting that the manor house was surrounded by a designed landscape long before the elaborate gardens of the new Hall were laid out. Work on Melton Constable Hall (NHER 3241) was completed in about 1687, and the house is a nationally important example of a late 17th century country house in the Domestic-Classical style that was heavily influenced by the architecture of the Netherlands. The house contains original late 17th century plasterwork as well as a detailed Greek Revival ceiling dating to about 1820. The Hall fell into neglect in the mid 20th century and is now undergoing a gradual programme of restoration to bring it back to its former glory. The Hall is the only Norfolk house included in Kip and Knyff's 'Britannia Illustrata' that was published in 1707. The aerial view of the Hall shows the large and elaborate formal gardens around the house, which included elements of an earlier formal landscape shown on the estate map of 1674. The late 17th century gardens (NHER 30472) were designed around a series of enclosures filled with formal planting, elaborate parterres, an ornamental canal, fountains, a series of four large fishponds, and garden buildings. The gardens were set within a park that had a number of avenues radiating out from the house. The western avenue was focused on a standing, or hunting tower, now known as the Bath House (NHER 3243). The gardens are also depicted in a series of early 18th century illustrations by Edmund Prideaux. These formal gardens survived until the early 18th century, but they had disappeared by 1741. In 1764 Lancelot 'Capability' Brown was employed to carry out improvements to the park Page 1 of 2 Norfolk Landscape Archaeology 26/01/2007 about:blank

(NHER 30472). Brown levelled much of the area around the hall, including two of the late 17th century fishponds to the north of the Hall. Brown also created the lake, planted perimeter belts, Gothicised the Bath House and provided designs for several other garden buildings. In the 1840s or 1850s a terraced Italianate garden was laid out around the Hall, with balustrades, steps and fountains. The Teahouse (NHER 44532) is an early 18th century weather-boarded building with a slate roof. Swanton Lodge (NHER 17712) and Church Lodge (NHER 44531) are two early 19th century gate lodges, with cast iron gates and brick gate piers. Both lodges have wooden porticos with pairs of columns. Burgh Hall (NHER 3240) is a complex building that dates back to the late 16th century. Several different phases of building work can be traced in the fabric of the building, which was heightened and extended in the 17th century. The east wing was added in about 1700, and the barn and other farm buildings were also built in the early 18th century. In the early 19th century the north wing was added. The severe facade of this wing has large windows and brick pilasters, and originally had a flat roof with a parapet. Nursery Cottages (NHER 3246) are a terrace of 18th century red brick cottages with a central brick pediment. The cottages were originally built as a workhouse, and are marked as such on Faden's map of 1797. Dairy Farm (NHER 19780) is a group of 18th and 19th century farm buildings, including a mid 19th century Tudor-style dairy and an octagonal game larder. Stud Farm Cottages (NHER 44530) are a pair of early 19th century cottages, with a central three-storey tower flanked by single bay wings. The cottages are similar in style to Samuel's Wyatt's designs for the Holkham Estate. In the 1880s Burgh Parva and Melton Constable became 'the railway capital' of Norfolk almost overnight! The Midland and Great Northern Railway opened in 1885, and a huge depot was located in the parish. With the sudden influx of people into the parish a new church was required, as the medieval ruins of St Mary's Church were not suitable for services. A temporary corrugated iron church (NHER 3232) was erected and was consecrated in 1903. A competition was held to design a new permanent church, but a winning design could not be found, and the 'temporary' church is still being used for services. Melton Constable itself is a planned railway town (NHER 13583), and is an unspoilt example of Victorian planning. The town was provided with a school, shops, pubs, a Working Men's Club and a station. The original town was laid out around two red brick terraced streets, and later developments sprang up in the late 19th century. Sarah Spooner (NLA), 12 May 2006 Further Reading Brown, P. (ed.), 1984. Domesday Book: Norfolk (Chichester, Phillimore) Mills, A.D., 1998. Dictionary of English Place-Names (Oxford, Oxford

University Press) Pevsner, N. and Wilson, B. 1997. Norfolk 1: Norwich and North East (London: Penguin) Rye, J., 1991. A Popular Guide to Norfolk Place-names (Dereham, Larks Press) Williamson, T., 1998. The Archaeology of the Landscape Park: Garden Design in Norfolk c1680-1840 (BAR British Series no. 268) Validation status: OK for Web Report generated by HBSMR v3 from exeGesIS SDM Ltd. Page 2 of 2 Norfolk Landscape Archaeology 26/01/2007 about:blank

Appendix 4
Aerial



Appendix 5

Listed Buildings

Land Charges Info :-

LAND CHARGES DETAILS : LBII/69/57

PART 10

BURGH HALL FARMHOUSE (FMLY LST

AS BURGH HALL AND BARN)

HOLT ROAD

MELTON CONSTABLE.

The property is included in the List of Buildings of Special Architectural or Historic Interest compiled by the Department of the Environment.

In Addition:-

MELTON CONSTABLE

LBII/69/57

Listed Building Grade 2

HOLT ROAD

BURGH HALL FMHSE

(FMLY LST AS BURGH HALL AND BARN);

Registered : 30Nov1951;

Last Inspected : 06 May 1999;

Primary Map : TG0434;

Primary Grid ; 04333431;

Type : DM7:HOUSE;

Condition : 4:GOOD;

Occupancy: 3:OCCUPIED;

Risk :6:NOT AT RISK;

Ownership: 1 PRIVATE;

Market Status : N;

Current Use : DM:DOMESTIC;

Abstract:

English Heritage Ref :Melton Constable No. 57

Farmhouse with cottage attached at east. C17, c.1700 and c.1820. Flint with brick dressings, cottage red brick, c. 1820 front stock brick, all with black glazed pantiles. Mid-C17 house of 2 storeys

with attics, 4 bays. Ground and first floor sashes with glazing bars. Off centre part glazed door with 2 margin lights and Greek Doric pilasters and entablature c.1820. Brick dressings to openings, extra brick courses at eaves with dentil cornice. Perhaps of 2 builds, at north rubble flint with brick lozenges at first floor, at south coursed pebble flint.

Steeply pitched roof, 3 dormers with casements with glazing bars. Off-centre and north end gable brick stacks. At north single pile addition of c.1820 of 5 bays and 2 storeys. End pilasters, first floor platband, centre bay broken forward. One off centre stack. Cottage attached at rear, 2 storey with outshut rear. Ground floor one wooden casement cross window, 2

boarded doors. First floor platband. One casement at platband level, 3 eaves level windows, one boarded, one 2-light casement with leaded panes, one 2-light with wooden glazing bars. Steeply pitched roof with crow-stepped gable at east.

Other Comments :

THE PROPERTY HAS BEEN DIVIDED INTO THREE DWELLINGS.

Land Charges Info :-

LAND CHARGES DETAILS : LBII/69/58

PART 10

BURGH HALL FARM BARN (FMLY

LST AS BURGH HALL & BARN)

HOLT ROAD

MELTON CONSTABLE.

The property is included in the List of Buildings of Special Architectural or Historic Interest compiled by the Department of the Environment.

In Addition:-

MELTON CONSTABLE

LBII/69/58

Listed Building Grade 2

HOLT ROAD

BURGH HALL FM BARN.(FMLY LST AS BURGH HALL & BARN);

Registered : 30 Oct 1951;

Last Inspected : 06 May 1999;

Primary Map : TG0460;

Primary Grid : 04336021;

Type:AG1:BARN;

Condition : 3:FAIR;

Occupancy: 3:OCCUPIED;

Risk :5:NOT AT RISK;

Ownership : 1:PRIVATE;

Market Status : N;

Current Use : AG;AGRICULTURAL;

Abstract:

English Heritage Ref :Melton Constable No. 58

Barn c.1700. Red brick, red pantiles. West gable with brick plinth, 2 ground floor windows and central door, first floor platband, tripartite casement, gable with 3 honeycomb brick ventilation windows. East gable with 6 openings and 2 blocked windows, both with kneelers and crow-stepped battlements. North and south fronts with ranges of honeycomb openings divided by platband, now much interrupted with later additions. Elaborate eaves level moulded brick modillion cornice. 7 bay roof, tie beams carried on brick pilasters with arched wooden braces, 3 rows of purlins, wind bracing. Details of exterior and interior are similar to those of the dated 1710 barn at Dairy Farm, Melton Constable Park. Additions to north and south are not of special interest.

Other Comments :

MODILLION CORNICE DETERIORATING IN ISOLATED AREAS, EVIDENCE OF MOVEMENT TO THE WEST GABLE RESULTING IN CRACKING TO THE BRICKWORK.

Land Charges Info :-

LAND CHARGES DETAILS : LBII/69/59

PART 10

CHURCH OF ST MARY

CHURCH OF ST BURGH PARVA

MELTON CONSTABLE.

The property is included in the List of Buildings of Special Architectural or Historic Interest compiled by the Department of the Environment.

In Addition:-

MELTON CONSTABLE

LBII/69/59

Listed Building Grade 2

CHURCH OF ST MARY (RUINS), BURGH PARVA;

Registered : 06 Mar 1959;

Last Inspected : 06 May 1999;

Primary Map : TG0450;

Primary Grid : 04335057;

Type: RL1:CHURCH;

Condition : 4:GOOD;

Occupancy : 1 :VACANT;

Risk :5:NOT AT RISK;

Market Status : N;

Current Use : ZX:NOT IN USE;

Abstract:

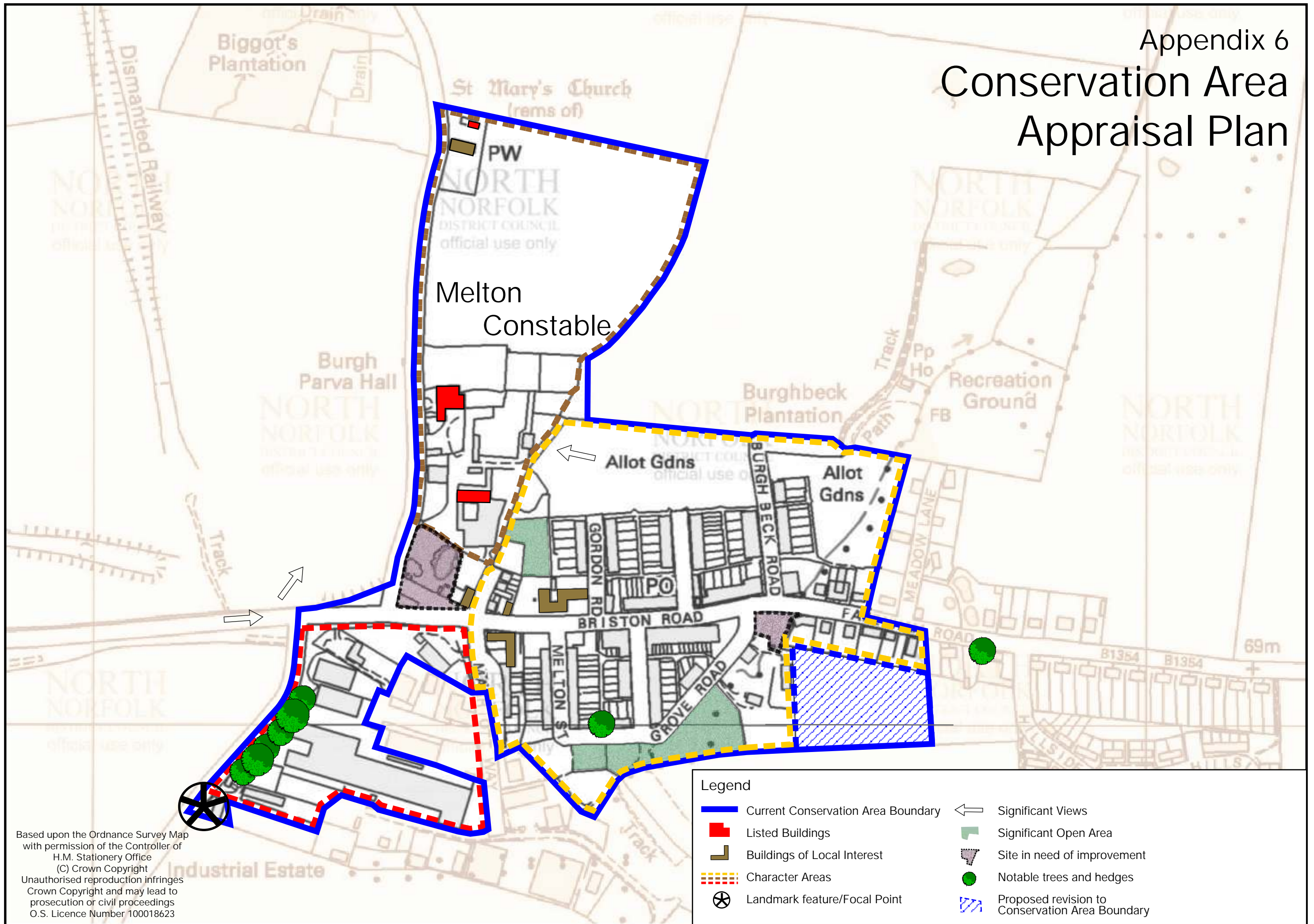
English Heritage Ref :Melton Constable No. 59

Tower and some footings of ruined church of St. Mary. Medieval. Flint, stone dressings. Tower rebuilt 1504. Perpendicular west window with surviving tracery heads. Belfry 4 2-light Perpendicular windows with trefoil cusping and old moulds. Rubble flint with stone dressings, belfry stage knapped flint, battlements early C19 gault brick. Conglomerate quoins to west gable and 2 rubbed dressed openings at south west suggest pre-1100 origins for fabric.

Other Comments :

THESE REMAINS ARE OBVIOUSLY WELL MAINTAINED.

Appendix 6 Conservation Area Appraisal Plan



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Appendix 7

Buildings eligible for local listing

Name of Building	Location
Former Hastings Arms pub	Fakenham Road
Former Railway Institute, now Country Club	Fakenham Road
Former School, now in residential use	Fakenham Road
Former railway buildings, now picture framing business	Fakenham Road
Tin tabernacle church	Burgh Parva
Former station buildings (Except Anglia Covers site)	Junction of Marriott Way and Fakenham Road

Appendix 8

Door and Window Survey

DOOR & WINDOW SURVEY,

February 2006

Name of Street	Number of dwellings	Number of original style front doors	Number of original windows to front elevation
Melton Street	28	1	9
Astley Terrace	10	0	0
Colville Road	32	13	11
Grove Road	13	1	7
Briston Road South side	25	8	5
Gordon Road	22	2	2
Kitchener Road	26	3	8
Burgh Beck Road	34	5	5
Briston Road North side	25	2	1